GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:17
ANSWERED ON:24.02.2000
SABOTAGE IN RAILWAYS
RAMDAS ATHAWALE

Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item under caption, `Rail Hadason ke peeche Harkut-ul-Ansar` and `Rail Karmchariyon KoKharide Jane Ka Bhee Pata Challa` published in the New Delhi Edition of HindīHindustan` dated 12th January, 2000;

(b) if so, whether the Government have conducted or propose to conduct any probe in this matter;

(c) if so, the details thereof;

(d) whether the Government have any information regarding the railway employees being lured by money in this regard;

(e) if so, the details thereof; and

(f) the steps being taken by the Government in this regard?

Answer

MINISTER OF RAILWAYS (KUMARI MAMATA BANERJEE)

(a) Yes, Sir.

(b) Yes, Sir. The Commissioner for Railway Safety, Northern Circle conducted an enquiry.

(c) The Commissioner of Railway Safety, Northern Circle held that the Collisionof 2801 Up Purshottam Express with the rear of 4023 Up Kalindi Express occurred due to UpStarter Signal Kept in `off` position after giving slot for and taking `off` of Up main line home signal for purshotam Express eventhough the preceding Kalindi Express had come to a halt andwas standing short of advance starter. Shri Gore Lal, Switchman, West Cabin, Firozabad was heldprimarily responsible for the accident. Shri Gore Las has since been removed from service.

(d) No, Sir.

(e) Does not arise.

(f) The following steps have been taken:

1) Modification of the signaling circuitry is being out to minimize chances of human errors in causing accidents.

2) Auxiliary warning system for giving advance warning about `signal at danger` to the driver of the running train has been commissioned on Mumbai suburban sections.

3) Railway Board has cleared a pilot project of AWS for Tughlakabad-Mathura section of Central Railway on a trial basis.

4) Walkie-Talkie sets have been supplied to Drivers and Guards of all Passenger carrying trains. The same is presently being supplied to Drivers and Guards of goods trains also and the same is likely to be completed by 31st March 2000.

5) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

6) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometer are being progressively used.

7) For detecting rail fractures and weld failure 96 more double rail Ultra Sonic Flaw Detectors are being procured.

8) Maintenance facilities for coaches and wagons have been modernized and upgraded at many depots.

9) To prevent case of cold breakage of axles, ROH Depots have beenEquipped with ultrasonic testing equipment for detection of

flaws in the axles.

10) Whistle boards/speed breakers and road signs have been provided at unmanned level crossings and visibility for drivers has been improved.

11) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

12) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

13) Periodic Safety Audit of different divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

14) Training facilities for drivers, guards and staff connected with train operation have been modernized including use of simulators for trainiing jof drivers.

15) Refresher courses are regularly organized at specified intervals.